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SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COUNTRY China (Manchuria)

SUBJECT Railways/Bridge

REPORT

50X1-HUM

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1. Harbin, Manchuria railroad bridge over the Sungari River at a point a few miles East of Taolaichao.

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The bridge consisted of five approximately 240 ft clear spans and the necessary approaches on each end.

2. All of the steel used in the construction of this bridge was shipped from the Skoda Works in Czechoslovakia to the site. All of the structural assembly work was carried on in the field.

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3. The ballast consisted of sand and crushed rock. Wood ties were used

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4. saw some repair work done on this bridge made necessary by bombing which occurred during World War II. The repair returned the bridge to its original condition.

5. Locomotives used by the railroad for which this bridge was built were obtained from three sources, two of which were located in USSR and one in US. One of the Soviet plants was a locomotive plant in Sarapul and the other, known as the Putuliovsk Plant, was located near Leningrad. The US source was the Baldwin Locomotive Works. the plant at Sarapul in addition to building locomotives, river steamers and agriculture plows were also built here. This plant also had an ordnance department in which artillery shells only were made.

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6. All of the locomotives, not only on the road but also on

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the Chinese Eastern Railway, are coal-fired engines, the fuel for which was obtained from a three-vain mine running into the side of the mountain a short distance east of Muling. The Japanese operated this coal mine during World War II until they were driven out of the area.

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7. Harbin, an important freight center, has large freight yards and rather complete repair facilities. [redacted] there are no facilities in the Harbin yards for changing trucks on freight cars in order to transfer them from a road of standard gauge to one of wide gauge or vice versa. Material carried between the districts using standard gauge rails and those using wide gauge rails is transferred in the yards from one car to another by hand labor.

8. Repair facilities are located in brick buildings equipped with cranes and include a foundry, some forging capacity although not a great deal, and a well equipped machine shop in which all types of locomotive parts can be finished. It also has a boiler shop and a car repair department.

9. The Chinese Eastern Railway is a five-foot gauge line, the same as the Soviet gauge.

10. The railway from Harbin, Manchuria to Tientsin, China is standard gauge

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11. [redacted] never [redacted] saw any facilities on any Chinese railroad for the treatment of locomotive boiler water but [redacted] were not such as to indicate whether or not trouble was experienced with boiler scale.

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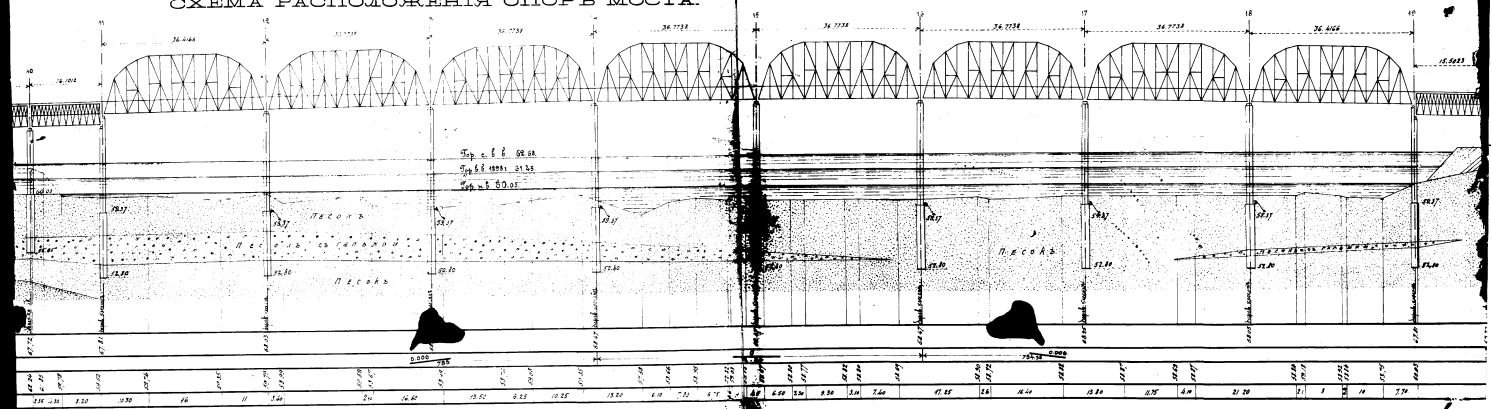
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новый мостъ черезъ рѣку Сунгари (на первомъ пересѣченіи) отверстіемъ 44

(в прол. по 35.00 с. съ вѣдой по низу) 11 прол. по 15 саж. съ вѣдой по верху).
 НА 892 ВЕРСТѢ ЦИК. № 8915-11 ГЛАВНОЙ ЗАПАДНОЙ ЛИНІИ

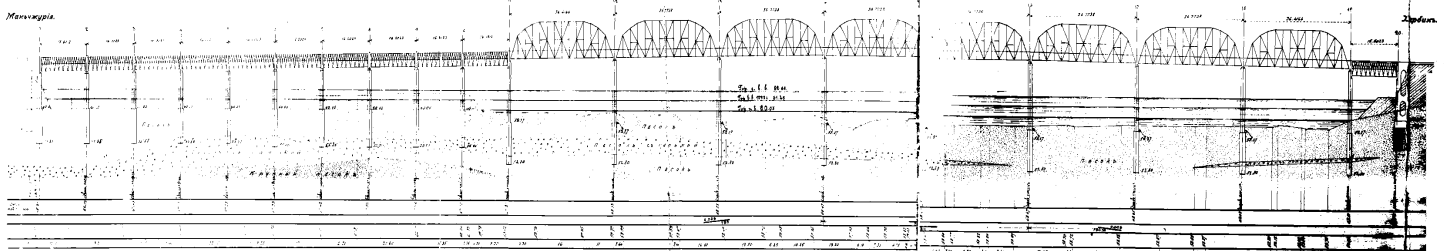
СХЕМА РАСПОЛОЖЕНІЯ ОПОРЪ МОСТА.



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Железнодорожный мост через реку Сунгари (на первом пересечении) отверстием 445.00 м
(в прол. по 35.00 м с 820.00 по низу) (в прол. по 12.00 м с 820.00 по низу)
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СХЕМА РАСПОЛОЖЕНИЯ ОПОР МОСТА



ОБЩИЙ ВИД МОСТА

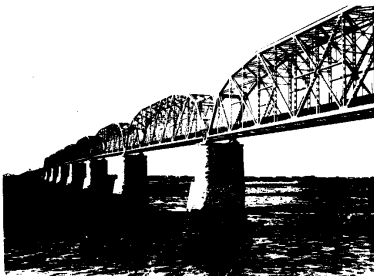
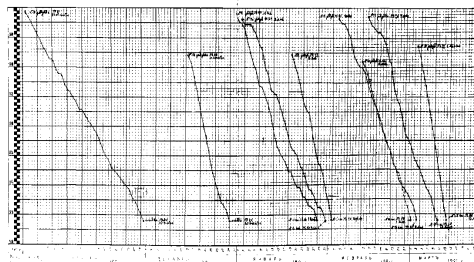


График хода работ по опусканию кессонов



Продольный профиль перепада реки Сунгари

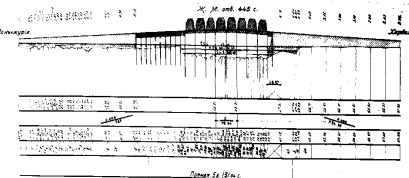
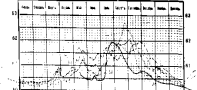


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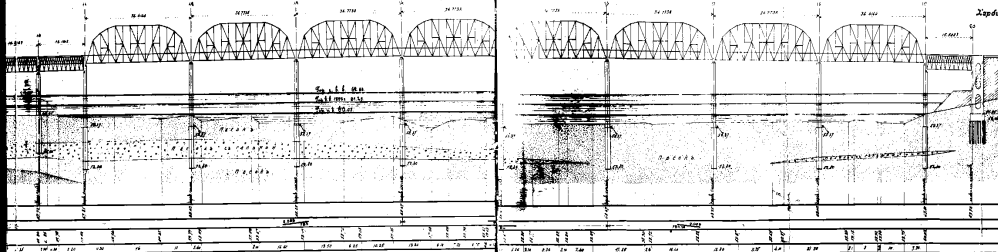
Вид с опусканием кессонов



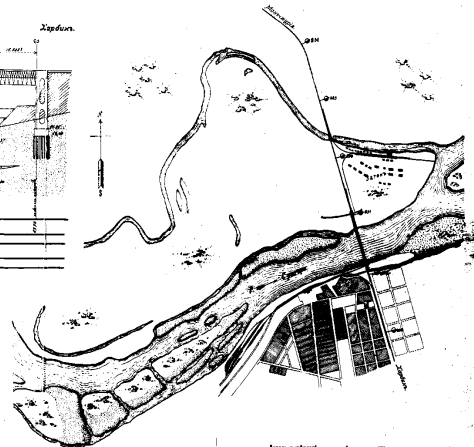
Взрывной мостъ черезъ рѣку Сунгари (на первомъ пересѣченіи) отверстіемъ 445,00 саж.

(в прол. по 35,00 с. со вѣдомъ по низу)
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ОСНОВНОЙ ЗАПАДНОЙ ЛИНИИ

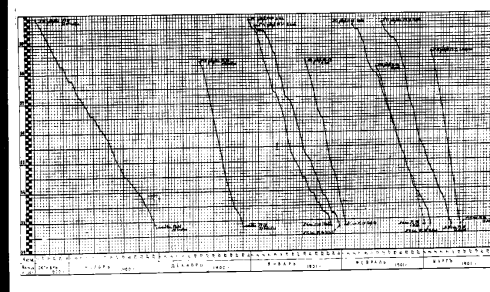
СХЕМА РАСПОЛОЖЕНІЯ ОПОРЪ МОСТА.



Планъ перехода рѣки Сунгари.



Графикъ хода работъ по опусканію мостоноса.



Продольный профиль перехода рѣки Сунгари.

